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FRIDAY—Fair.

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FOR ALL THE LITTLE FOLKS THE MERRIEST
DAYS OF THE YEAR HAVE COME.



GOULD PROMISES TO EXTEND "L" ROAD IN THE BRONX.

Chairman Cole, of State Railroad Commission, Announces Assurances Given by Manhattan Company's Head.

Line to Be Built to Fordham Within a Year, with Increased Facilities for Westchester and West Farms.

Storage Yards at One Hundred and Seventy-ninth Street, Express Service in Third Avenue and More Trains.

George Gould's L Road Promises.

Extension of Third Avenue line from present terminus at One Hundred and Seventy-ninth street to Fordham station within a year. Increased transportation facilities for Westchester and West Farms districts. Construction of storage yards at One Hundred and Seventy-ninth street, large enough to accommodate all Third Avenue line cars. Clearance of Third Avenue track in Third Avenue from Fifty-ninth street to One Hundred and Twenty-ninth street of all obstructions. Maintenance of a good roadbed on the third track. Establishment of an efficient express service over third track. More cars and the running of more frequent trains to accommodate the present traffic and the anticipated traffic which such extension implies.

At a dinner following a meeting of the State Railroad Commissioners yesterday to consider the needs of the Borough of the Bronx in the way of transportation Colonel Ashley W. Cole, chairman of the Board, announced with authority George J. Gould's intention of extending the Third Avenue line of the Manhattan Elevated Road from its present terminus at One Hundred and Seventy-ninth street to Fordham station within a year.

This announcement was the result of the visit of the Commissioners to the Bronx district on November 21. At that time the taxpayers of the Bronx showed them many crowded portions of their district, and were as far from any elevated or surface line as the East River is from the North River at Forty-second street.

What the Company Has Done.
The attention of the Manhattan Company was called to this state of affairs and the matter was referred to Messrs. Gardiner and Tuttle, of the corporation. Colonel Cole and his colleagues, Frank M. Baker, called on the Seventy-seventh street station for the proposed extension were shown. Extensive surveys had been made and plotted; grades had been carefully established, levels established, and the consent of 95 per cent of the land owners along the proposed route of the structure had been obtained.

"This looked promising," said Colonel Cole, "but we realized that these men were not the owners of the Manhattan Company and we called upon George Gould in person."
"Mr. Gould," I said, "do I understand that it is your intention to build an extension of the Third Avenue elevated structure from the present terminus at One Hundred and Seventy-ninth street to Fordham station within a year?"
"He replied, earnestly: 'I mean just that.' You have secured the consent of 95 per cent of the property owners? I asked."
"We have," he answered, "but when the Manhattan structure was completed we were confronted with suits for damages. Of these suits \$13,000,000 have been already paid, and there are now pending against our company \$25,000,000, of which, judging from experience, we have to set aside \$20,000,000 before the accounts are settled."

Wants Accurate Men Influenced.
"We do not wish to repeat this experience. There are some stubborn land owners who are still holding out against us, who wish extortionate prices for their consent. We shall be glad to have the cooperation of those taxpayers who are anxious to see this road pushed through. We will gladly furnish them with the names and addresses of the obdurate land owners. Public pressure might do more to bring about a speedy settlement than we have been able to effect."

"Would it be your pleasure to give me this assurance in writing over your own signature?" I inquired of Mr. Gould.
"I will do so gladly," he responded, "as soon as I receive your written request."
"Mr. Gould then added," said Colonel Cole, "that he had purchased 818 acres of land extending from One Hundred and Seventy-ninth street to One Hundred and Eighty-first street, where we expect to construct a large storage yard for the accommodation of the cars which now we are obliged to store on the third track on Third Avenue. Between Fifty-ninth street and One Hundred and Twenty-ninth street, we shall clear the third track, which has hitherto been blocked, establish a good roadbed suitable for express service and maintain an efficient express service on the track."

"As to the extension of the Westchester and West Farms branch, I wish to see what the result of my interview with Mr. Gould. The Rapid Transit line in this direction. If the Rapid Transit line expects to parallel our lines which we have talked of, we shall be glad to see it. It is doubtful if we shall build there."

"But Mr. Gould," I persisted, "your franchise, which the Manhattan Company has sold for nineteen years, requires you to build without delay on those routes which are designated in the franchise. The West Farms branch is one of these."
"When you have submitted to me your solution of the Westchester district," said he, "I will have conferred your recommendations and advise you of the resultant action of the Manhattan Company."

"This gentleman," said Colonel Cole, "is the result of my interview with Mr. Gould. I know Mr. Gould meant what he said." Colonel Cole's announcement of Mr. Gould's position was made at the close of a dinner given by Esther Entschin, of the Catholic Protective in Westchester, to the Bronx committee, composed of twenty taxpayers of the district and their guests, the Commissioners.

FAILED FOR \$10,000,000! SPECULATION WRECKS GLOBE BANK, BOSTON.

Comptroller of the Currency Orders the Doors Closed and Appoints a Receiver—Standard Oil's Copper Fight Responsible for the Smash.

Failed for - - - - - **\$10,000,000**
Presumptive Assets - - - - - **\$5,000,000**
Ostensible Cause of Failure,
Shrinkage in Securities.

REAL CAUSE OF SMASH---
FIGHT OF STANDARD OIL COMPANY ON THE INDEPENDENT COPPER COMPANIES.

Shrinkage in Copper Values in first 20 days of December - - - - - **\$49,213,000**
Shrinkage in Copper Values for 1899 - - - - - **\$187,930,500**

WASHINGTON, Dec. 21.—The Globe National Bank of Boston was closed to-night by order of Comptroller of the Currency Dawes, and Special Examiner Daniel G. Wing was appointed temporary receiver.

The failure is said to be largely due to the bank's president, Charles H. Cole, and its interest in copper stocks.

The failure is for \$10,000,000, with presumptive assets of \$5,000,000. The directors and stockholders will lose heavily, but it is hoped that the depositors' losses will not be extremely heavy.

The bank lost extensively in the Squire failure, and two days ago the Clearing House advanced \$3,500,000. It is not known how much cash is left.

Comptroller Dawes said to-night: "Some time ago Mr. Wing, who is one of the experts employed in the system of special bank examinations, recently inaugurated, discovered a serious condition of affairs in the Globe National Bank, which he immediately brought to the attention of the Comptroller, and under his direction to the directors of the bank."

"The directors very laudably agreed, and undertook to make good the doubtful and bad assets of the bank, and have greatly improved the condition of the bank since that time. They also delivered to the Comptroller a written guarantee that they would remove the doubtful assets."

"Recent failures in Boston have lessened the value of the unperformed portion of the guarantee and involved the solvency of the bank. In view of the fact that to allow the bank to remain open longer will result in injustice to unsecured creditors, now that the condition of insolvency is found to exist, it becomes my duty under the law to appoint a receiver."

"A considerable cash dividend can be paid to creditors at once."
"The condition of the bank was discovered by Special Examiner Wing in time to secure such action on the part of the directors as will probably prevent the failure from inflicting heavy losses upon the depositors, but the directors and stockholders will lose heavily."

On December 2 the following report of the bank's condition was made to the Comptroller:

LIABILITIES.		RESOURCES.	
Capital stock	\$1,000,000	Loans and discounts	\$5,573,104
Surplus	120,000	U. S. bonds to secure circulation	1,000,000
Undivided profits	144,756	U. S. bonds to secure U. S. deposits	190,000
Circulation	691,100	Premiums on bonds	139,330
Deposits	8,099,097	Stocks and securities	1,002,202
Bills payable	275,000	Cash on hand and due from banks	2,535,297
Total	\$10,529,953	Total	\$10,529,953

The Comptroller's office was willing to permit the bank to remain open as long as there was a chance of its pulling through, but when the clearing house refused to assist any more and the value of the securities held by the bank shrunk under the influence of the recent bear market, the Comptroller regarded the bank's closure as imperative.

The Comptroller made the point that with the bank insolvent all further withdrawals of deposits would be in the nature of preferred creditors, while those who had faith in the bank and permitted their money to remain would have an injustice inflicted on them.

President Cole Was Deposed.

Boston, Mass., Dec. 21.—Cole was deposed from the presidency of the Globe Bank by the directors, three weeks ago, when his speculations became known.

Since that time the financial storm has broken, the Broadway Bank has gone down together with three commercial houses, and the copper stock values have shrunk nearly fifty million dollars. It had been thought that the Globe Bank would pull through, but Mr. Wing, the special bank examiner, reported its condition as below par, and recommended a receivership.

In financial circles to-night's news is no surprise, and it is said that no further complications will result.

ROCKEFELLER COPPER SQUEEZE THE CAUSE.

THE failure of the Globe National Bank, of Boston, is a culmination of an attack made upon the independent copper companies of Boston, which refused at the behest of the Standard Oil people to come into the Amalgamated Copper Company.

This Amalgamated Copper Company was incorporated last Spring with a capital stock of \$75,000,000. This stock was offered to the public at par and immediately subscribed several times over.

When the first steps were taken by the Rockefeller to get possession of the copper output of the country, A. S. Bigelow, of Boston, and the men he represented were heavily interested in many copper mines. They were the principals in the control of the Boston and Montana Mining Company, among others, a company which owned very

valuable properties near Butte, Mont.

The stock of the Boston and Montana Mining Company sold as high as \$208 a share during the Spring boom in copper. And it was just about this time that the Amalgamated Copper Company was formed by John D. Rockefeller and his Standard Oil associates. They offered the Amalgamated Copper Company to the public through the National City Bank of New York, a Standard Oil institution.

It Was a Blind Pool.
Now, as a matter of fact, the Amalgamated Copper Company was a blind pool. The only big property in it was the Anaconda. And it did not even own all the stock in the Anaconda. However, it had a controlling interest in it.

The Rockefeller scheme in the copper deal was to get control of all the big copper mines of the country and organize a copper trust as powerful in its way as the Standard Oil Company.

The Standard Oil controlled petroleum, they wanted copper, too. Rockefeller made a proposition to Bigelow and his associates

to join the Amalgamated Copper Company and bring in the Boston and Montana mine. As this mine was so rich, and as the price offered was not acceptable, the Bigelow crowd refused the offer.

Then began the Standard Oil fight to get by force what it had found impossible to obtain by ordinary means. The easiest way to accomplish this object was to tighten the money market. With their opponents in a position where they had to borrow money, and money impossible to obtain, the Standard Oil crowd recently found it had the whip hand.

Very recently the Globe National Bank announced—it is a bank with large copper interests—that it was in a somewhat straightened condition. As a result the Boston Clearing House came to its aid by the issuance of \$2,500,000 in Clearing House certificates.

This did not give all the aid required, and on Saturday last Mr. Bigelow, of the National City Bank of New York; H. H. Rogers and Mr. Burrage, a Standard Oil lawyer, of Boston, held a meeting in Boston with Bigelow and his associates in Young's Hotel.

Standard Oil Got the Mints.
It is said that this meeting was of a very unamiable sort. As a result, however, the

HOW MAY BE HEAD OF STATE SCHOOLS.

Roosevelt Urges Columbia's Chief for Chancellor of System.

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Governor Roosevelt begins today the last of his conferences with the Platt clique and other leaders prior to the calling of the Legislature. Before he leaves Albany to-morrow night it is expected that the legislative programme to be recommended in his message will have been completely mapped out and the appointment of an Adjutant-General and other officials determined upon.

While the most important meeting will be that of to-morrow morning at breakfast, dinner to be given to-night by President Seth Low, of Columbia University, may result in a decision as to who shall be Chancellor of the State educational system. The Governor insists that this be provided for at the coming legislative session.

If he has not already done so it is his purpose to ask Seth Low to become chief of that system. Before leaving Albany yesterday he expressed the hope that Low would accept. In case he declines Professor Nicholas Murray Butler, of Columbia, may receive a tender of the place.

Guests at Breakfast.
The Governor has invited to breakfast with him to-morrow morning these political and educational leaders: Senator Platt, Chairman Odell, of the Republican State Committee; Dr. Albert Shaw, editor of the Review of Reviews; Chairman Frederick S. Hoits and Professor Nicholas Murray Butler, of the State University; Chairman Francis V. Greene, of the Canal Advisory Board; Charles Stewart Smith, who is being pressed by some serious friends for Adjutant-General, and J. Hanson Rhoades.

Senator Platt and Chairman Odell still insist that General Edward M. Hoffman shall be Adjutant-General, though the Governor has expressed his unwillingness to take the office.

Aside from Colonel Olin, Captain Landau and others who have been under consideration, friends of Captain Bradley Strong have asked the Governor to look him over. Captain Strong is a son of the former Mayor, was major of the Sixty-ninth Regiment through a part of the Spanish-American war and later was Assistant Adjutant-General in the staff of General McArthur, in the Philippines.

Rev. Dr. Purves Declines to Talk.
Princeton, N. J., Dec. 21.—The Rev. Dr. George Purves, 65, last night received a telegram from a committee of the Fifth Avenue Church, would not assume the matter of the communication to the Rev. Dr. Purves will go to New York to-morrow.

'DON'T EXPECT ME' WIRES BRIDE-TO-BE.

New City Guests Wait in Vain for Miss Ada Wilson.

Ada Wilson, a pretty New York girl, was to have been married on Wednesday night at New City, N. Y., to Edward Long, of that place. The only thing that prevented her from becoming Mrs. Long was the fact that for some unaccountable reason she failed to appear at the wedding ceremony.

The festivities were to occur at the home of the bridegroom's sister, Mrs. George Eberling. It was decorated with Chinese lanterns. Fifty guests listened with patience to the din made by the local brass band. Rev. Dr. Jensen was present to read the wedding service.

Bridegroom-elect Long met several trains but the bride came not. He began to get nervous and looked at his watch incessantly. The guests were hungry and impatient. The band played "I Guess I'll Have to Telegraph My Baby." Acting on the suggestion, Long went down to the telegraph office.

In the midst of the uncertainty Mrs. Minnie Levison, of Pearl River, ran in with a dispatch sent by Miss Wilson to her bridesmaid. It read simply:

"The bridegroom failed. When he recovered he shouted to the band: 'Stop playing that wedding march and give us something lively.'"

Then the groom that wasn't-to-be led the way to the supper room. To show his mortification he took two helpings of lobster salad and three of mince pie, and was the merriest person at the board.

"Some of Ada's relatives opposed the match," said the groom, "and she said, 'I made her throw me over at the last moment.'"

WARD LINER SARATOGA AGROUND AT SANTIAGO.
She Goes Ashore Near the Spot Where Hobson Sank the Mermaid.

Santiago de Cuba, Dec. 21.—The Ward Line steamer Saratoga went aground this afternoon near the wreck of the United States collier Merrimack, which was sunk by Lieutenant Hobson just before Estrella Point.

JAMES D. TAYLOR COMMITTS SUICIDE.

Secretary of Wagner Car Company Cuts His Throat While Ill.

Washington, Dec. 21.—James Duane Taylor, of No. 352 Madison Avenue, New York, secretary of the Wagner Palace Car Company and a son-in-law of the founder of the company, committed suicide about noon to-day at the Grand Hotel, in this city, by cutting his throat with a razor.

Mr. Taylor was suffering from some nervous affection caused by illness, and his not was committed apparently on the impulse of the moment. Death was almost instantaneous. He was sixty-three years of age.

Accompanied by his brother and his son, James D. and Jay Taylor, and Dr. Lee, he came to this city on December 16 and registered at the Grafton. He had been ill and came, under charge of a physician, to see if a change would not prove beneficial to him. Some one was constantly with him until to-day, when he was left alone in the room for a moment. In that time he ended his life. The body will be taken to New York to-night.

CORNELIUS VANDERBILT TESTS HIS INVENTION.

With New York Central Engineers, He Sees His New Firebox Tried with Satisfactory Results.

Schenectady, N. Y., Dec. 21.—Cornelius Vanderbilt, in company with M. W. Hyde, mechanical engineer, and A. M. Walte, superintendent of motor power of the New York Central & Hudson River Railroad, yesterday visited the Ellis Locomotive Works here, to inspect the firebox he recently invented, which is being placed upon three new engines, now under construction at this works.

Several practical tests of the firebox were made for his benefit, and Mr. Vanderbilt was greatly pleased with the progress made.

He expressed confidence that the invention would work a great good for the road. One of the fireboxes in question has been in use on one of the immense ten-wheel engines of the company for some time with entirely satisfactory results.

Minister Strains Sails for Home.
Constantinople, Dec. 21.—Oscar S. Straus, the United States Minister to Turkey, left Constantinople for the United States to-day on leave of absence.